

# European Maritime Education & Training Conference

## Keynote Speech

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European Maritime Safety  
Agency

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## Introduction - Legal Basis

The European Maritime Safety Agency was established as:

- Part of the "ERIK A II package"
- Regulation (EC) 1406/2002 of the European Parliament and of the Council of 27th June 2002 establishing a European Maritime Safety Agency
- Accelerated set up following the Prestige incident

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## Introduction - Objectives

Within the fields of maritime safety, pollution prevention from ships and ship security, EMSA has the following main operational objectives:

- To ensure the proper implementation of EU maritime legislation
- To foster technical cooperation and development and disseminate best practice
- To provide technical advice to the Commission and MS
- To provide operational capabilities, in particular to top up Member State's capabilities for oil pollution response

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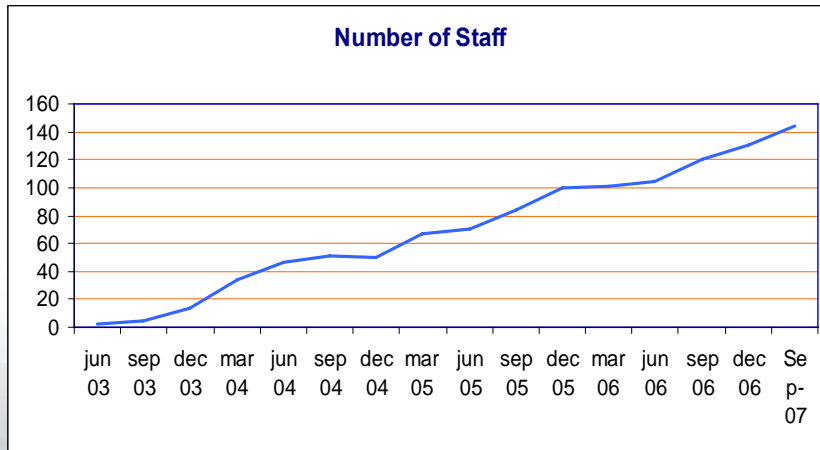
## Introduction - Tasks

The Agency carries out a number of technical tasks for:

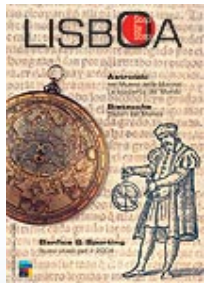
- Improving Maritime Safety
- Prevention of pollution at sea
- Response to pollution by ships
- Ensuring Maritime Security (ship-related aspects)

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### Number of Staff



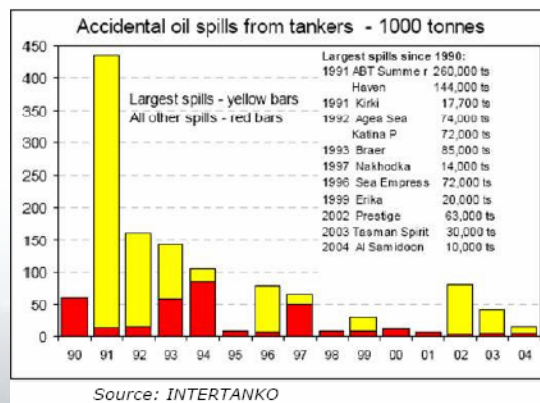
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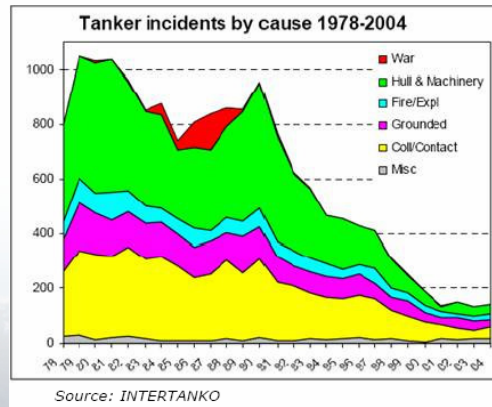
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## Shipping has become safer and cleaner

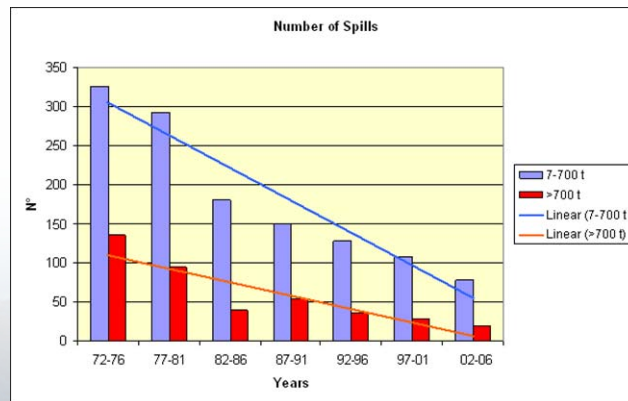


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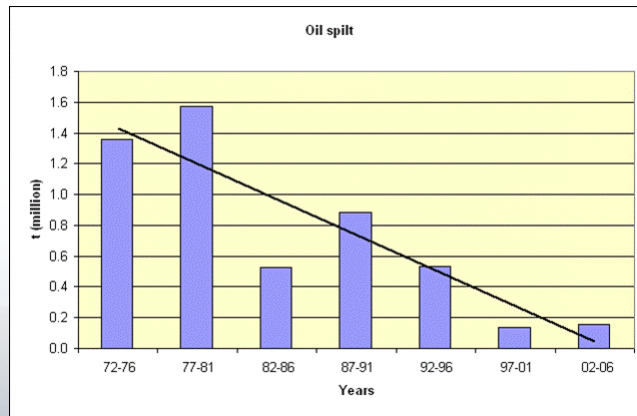
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## Spills (source ITOPF)



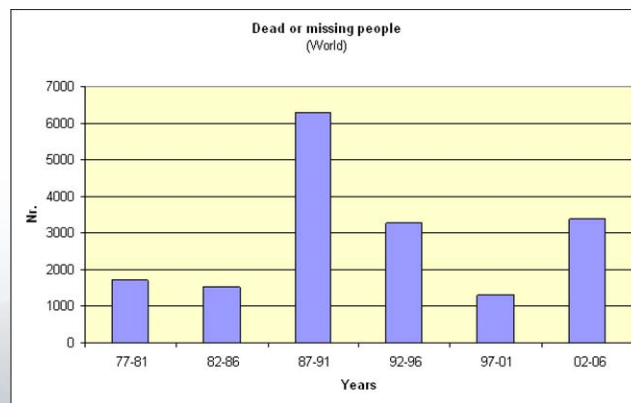
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## Oil spil (source: ITOPF)



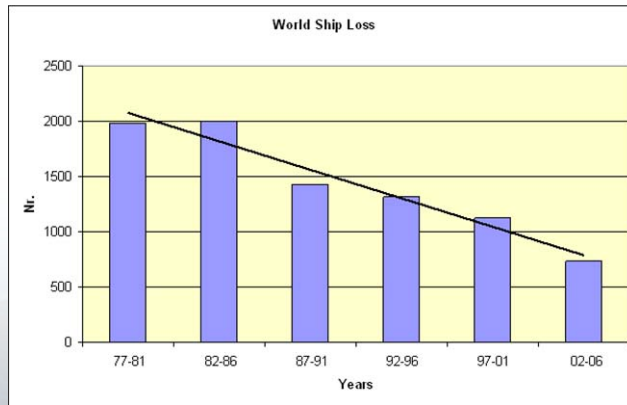
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## Personal injuries

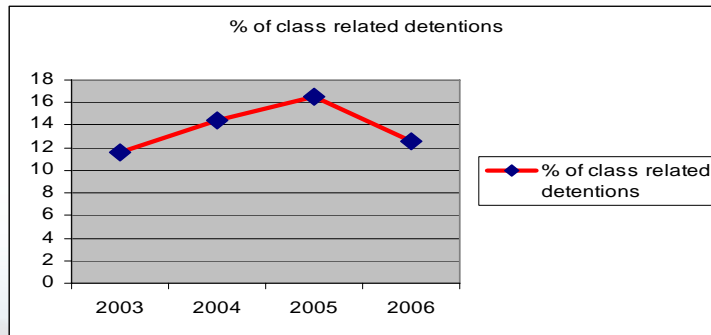


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### Ship losses (source ITOPF)



### PSC detentions are going down



## SOME DISCREPANCIES

- 760 VESSELS INVOLVED IN ACCIDENTES IN EU WATERS DURING 2007.
- 43% INCREASE COMPARED TO 2006 (530).
- DNV REPORTS NEARLY FIGURES TO 1980's
- INFLUENCE OF THE SHIPPING BOOM?

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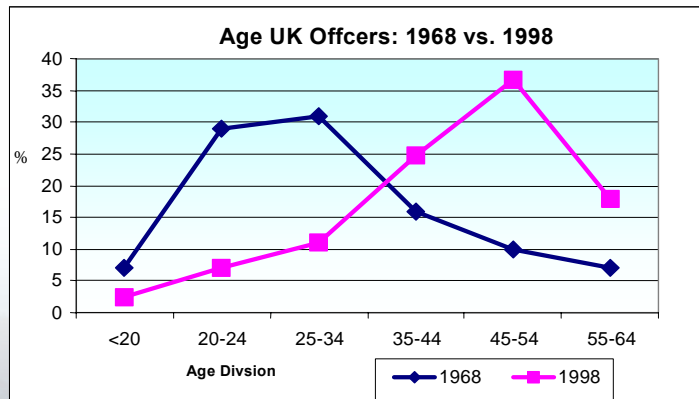
## European seafarers have reduced

	1968	1974	1992	2003	2003%1968
Denmark	18 145	17 641	7 722	9.400	51%
France	28 849	18 858	7 004	6.000	20%
Germany	44 161	31 914	18 747	13.800	31%
Greece	39 835	51 096	NA	31.000	77%
UK	121 750	112 721	33 037	23.000	19%
Italy	35 479	NA	34 170	22.400	63%
Netherlands	25 570	13 719	10 530	9.100	36%
Norway	57 504	39 738	40 055		70%
Spain	16 990	24 458	10 229	9.500	55%
Sweden	17 160	13 946	14 209	9.100	53%

Source: OECD, *Maritime Transport*, 1969-1992.

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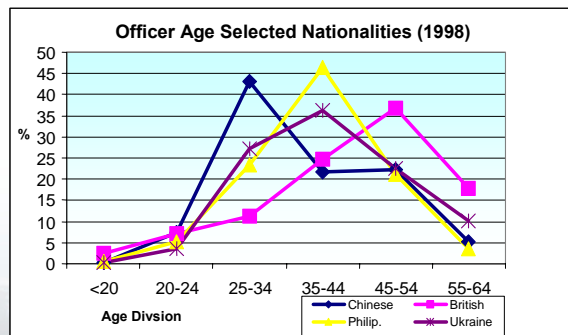
## Age profile of European Officers have increased



Source: SIRC (2002)

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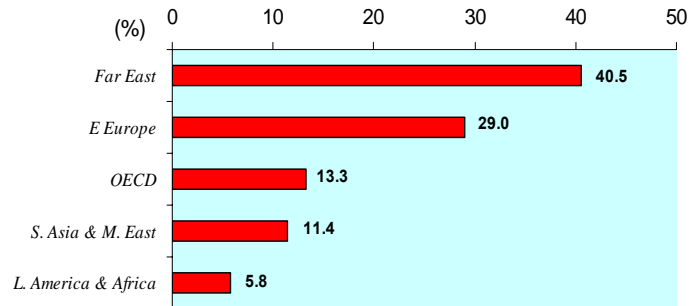
## Young seafarers are coming mostly from Asian countries



Source: SIRC (2002)

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## Seafarers are coming mostly from the Far East



Source: SIRC (2002)

How to ensure **quality** in maritime education, training and certification of seafarers?



This way?



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## Before EMSA ... STCW Inspections By individual Member States



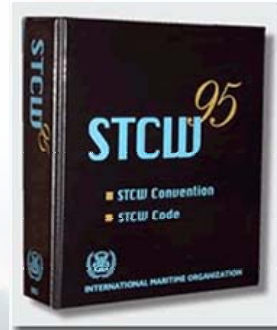
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## With EMSA Inspections

- **Centralised system**
  - **Common methodology**
  - **Less costs**
  - **Share of findings**

- i) Legislation
- ii) Resources
- iii) Methodology
- iv) Planning
- v) Inspection
- vi) Follow up

## i) Legislation: IMO STCW Convention & Code



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## ) Legislation: EU Directives

- 2001/25/EC on the minimum level of training (4 April)
- 2003/103/EC (17 November)
- 2005/45/EC (7 September)

## Safety Assessment and Inspections Unit



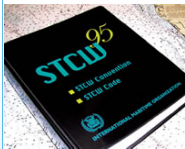
D2: 10 Staff Members

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## iii) Methodology



Based upon the **ISO 19011** (2002) and a process approach



Each process covered by **one or more** STCW requirements

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## Selection criteria

- Officers employed EU vessels & world wide
- Fraudulent certificates
- Paris MOU
- Tokyo MOU
- Complaints
- Previous assessments
- Logistics (length of mission, seasonal weather conditions, number of training institutions)



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## EMSA Inspections to non-EU Member States

- Every 5 years to countries already recognised at Community level
- When a Member State notifies the EC that **intends to recognise** a non-EU country
- When a Member State notifies the EC that a non-EU country is **no longer complying** with STCW requirements

### Every five years

2007:

- Malta (Oct/5 days)
- Cyprus (Oct/5 days)
- Italy (Nov/Dec/10 days)
- Belgium (Dec/5 days)

2008:

- Poland (April/10 days)
- Portugal (April/5 days)



### Phase 1: Desk study



## Phase 2: Visit to the country

Maritime  
Administration



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Phase 3: **Writing** a  
comprehensive report

Phase 4: Submitting report to  
inspected country for **feedback**

Phase 5: Final report sent to the **EC**



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9-03-06

**17 inspections to non-EU countries** (since Jun 2005)



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**6 inspections to EU countries** (since Oct 2007)

**Non-EU Member States**

EC with possible involvement of MS takes final decision:

- Recognition
- Renewal
- Withdrawal



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## STCW Information System



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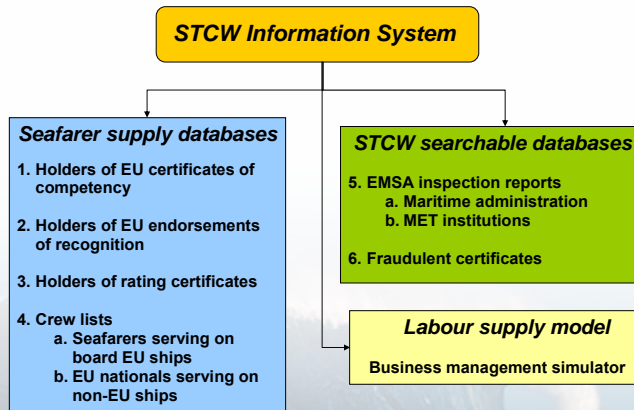
Contribute to build comprehensive knowledge base on the supply and certification of EU seafarers and those employed on board EU vessels

## STCW information system

- 1: Numeric information on Holders of certificates of competency issued by EU Member States
- 2: Numeric information on Holders of endorsements of recognition issued by EU Member States
- 3: Numeric information on Ratings
- 4: Numeric information on crewing patterns
- 5: Information on administrations, schools, programmes
- 6: Information on Fraudulent certificates

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## STCW Information System



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- Works with several stakeholders
- Contributes to implement legislation
- Make information available to interested parties



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